

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON, D.C.



USAF Declass/Release Instructions On File

REPLY TO: DEPUTY INSPECTOR GENERAL
FOR INSPECTION AND SAFETY, USAF
ATTN OF: Norton Air Force Base, California 92409

AFIAS-F

24 Jan 66

SUBJECT: Special Instructions for Application of AFRs 120-4, 127-1
25X1A and 127-4 to [REDACTED] Aircraft

TO: ASD (ASZB) SAC (DOSD) 15AF (DS)
AFFTC (FTTA) ADC (ADLPW) 4200 Strat R Wg

25X1A

1. These instructions provide guidance for reporting accidents and incidents involving [REDACTED] aircraft. Distribution of this letter will be limited to organizations and agencies connected with [REDACTED] program. Enlightened interpretation of these regulations is necessary; however, areas or subject matters which generate questions as to the correct action to be taken shall, in every instance, be resolved in the interest of security and specific instructions requested from the Directorate of Aerospace Safety.

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2. AFR 127-1, Responsibilities for USAF Aerospace Accident Prevention Programs, and AFR 127-4, Investigating and Reporting USAF Accidents/Incidents, charge the Director of Aerospace Safety with overall responsibility for monitoring accident prevention programs and policies throughout the Air Force. Under the provisions of these regulations, the Director of Aerospace Safety assumes responsibility for investigation of all accidents involving [REDACTED] aircraft. He will normally assign a properly cleared representative of the Flight Safety Division (AFIAS-F) as president of the investigating board; however, he may delegate this responsibility to other properly cleared USAF officers.

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3. The basic deviation from the concepts and provisions of the cited regulations is elimination of certain commands, command levels and similar organizations from the normal roles assigned by these regulations. ALL activity in the accident prevention, investigation and reporting fields will be assumed by the most logical organization within secure [REDACTED] channels.

4. Distribution of accident and incident reports will be limited as follows:

a. Teletype messages will be transmitted only over [REDACTED] or other appropriate secure circuits. Offices which do not have access to secure circuits will receive messages by authorized courier or mailing channels. Formal reports and command correspondence will be forwarded by authorized courier or mailing channels.

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b. Addressees for all accident and incident reports and the associated correspondence will be to the organizations indicated in the following paragraphs and will include the name of the authorized receiving or project

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officer(s) from the listing in Atch 1 to this letter. Addressees are required to notify the Directorate of Aerospace Safety Project Officer immediately when personnel changes are made so that the listing in the attachment can be amended.

c. Addressees for accident reports and the related command correspondence are: AFRDR, AFIAS-F, ASD (ASZB), SAC (DOSD) or ADC (ADLPW) (as applicable), 15AF (DS), AFFTC (FTTA) or 4200SRW (as applicable).
✓ Only SIX NUMBERED COPIES of the formal reports will be prepared. No additional copies may be prepared unless specifically authorized by the Director of Aerospace Safety.

d. Addressees for incident reports are: AFRDR, AFIAS-F, ASD (ASZB), SAC (DOSD), ADC (ADLPW) (when applicable), 15AF (DS), AFFTC (FTTA) and 4200SRW.

5. Specific interpretation/application of paragraphs of AFR 127-4 is as follows:

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a. Para 4a - [REDACTED] aircraft will be considered "Air Force Aircraft" under all circumstances.

b. Para 4f - Damage classification will not be used to establish major or minor aircraft accident status. For [REDACTED] aircraft, there will be only a single "accident" status which will be applied for any damage classified as minor or greater.

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c. Paras 5, 6, 7 and 8 - Mishaps of any type or category involving [REDACTED] aircraft will be reported in the category of "Aircraft Mishaps" with the necessary adjustments made to the format. The purpose of this deviation is to limit distribution of these reports to essential personnel on a need-to-know basis. The Directorate of Aerospace Safety will coordinate further distribution when necessary.

d. Paras 9 and 13 - Refer to Para 2 of this letter for assumption of investigation responsibility.

e. Para 14 - Investigating officers will be used as required by the Director of Aerospace Safety in accident investigation. Incident reports will be prepared and processed by local personnel when required.

f. Para 15 - Investigating board personnel will be available to Directorate of Aerospace Safety boards. The personnel will be available to accomplish full investigations if this responsibility is delegated to them.

g. Para 17 - Refer to Paras 4 and 5c of this letter for deviations in the reporting system.

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h. Paras 18, 19 and 20 - Review of accident reports involving [REDACTED] aircraft will be accomplished by the using organizations, 15AF and SAC or ADC (as appropriate) and ASZB. The Director of Aerospace Safety will request other reviews when appropriate.

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i. Para 21 - Accountability/responsibility for accidents involving [REDACTED] aircraft will not be charged to any command. Involvement with other aircraft (such as a KC-135 during air refueling) will be charged to USAF at large. Accident rates will not be computed and statistical information that is normally maintained by AFIAS-R will not be available as this office will not receive [REDACTED] information.

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j. Para 25 - Access to accident/incident data and related information concerning [REDACTED] aircraft will be limited to those organizations indicated in Para 4 of this letter. Access beyond these offices will be made only in coordination between the Directorate of Aerospace Safety and the requesting organization.

k. Para 26 - Classification will be in accordance with Blue Feather Program security policies.

6. Specific interpretation/application of attachments to AFR 127-4 is as follows:

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a. Atch 1 - Minor damage classification for [REDACTED] aircraft will be based on the component replacement criteria as stated and 750 or more direct man hours for repair. Major or minor accident classification is not applicable as indicated in Para 5b of this letter.

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b. Atch 2 - Procedures established by this attachment will be maintained within [REDACTED] channels as appropriate for investigation purposes.

c. Atchs 4, 6, 7 and 8 - Refer to Para 5c of this letter for deviations in the reporting system.

d. Atch 5 - Addressees will be limited to those indicated in Para 4 of this letter and conforming to the format used in Atch 1 to this letter.

e. Atch 9 - Refer to Atch 2 to this letter for routing information. Progress reports specified in the reporting schedule will not be required.

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7. Safety surveys of [REDACTED] organizations, required in compliance with AFR 120-4, Safety Surveys, will be conducted only by properly

cleared personnel of the major command or such other organization authorized by the major command in coordination with the Directorate of Aerospace Safety.

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FOR THE CHIEF OF STAFF



C. B. STEWART, Brigadier General, USAF
Director of Aerospace Safety

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2 Atch

1. Addressees/format for
[Redacted] Acdt/Incdt Repts
2. Routing of Desert Queen
Acdt/Incdt Repts

Cy to: AFRDR AFXOPFR

25X1A

ADDRESSEES AND FORMAT FOR [REDACTED]
ACCIDENT/INCIDENT REPORTS

(Format and instructions for completing crash/preliminary/supplemental reports: Use pertinent paragraphs of AFR 127-4 as modified by the basic letter. In every supplemental report, always include items A, B, C and D.)

FROM: (Originator)

TO: CSAF USAF WASH DC
DEP IG FOR INSP & SAFETY USAF NORTON AFB CALIF
ASD WPAFB OHIO
SAC
ADC
15AF MARCH AFB CALIF
AFFTC EDWARDS AFB CALIF
4200STRATR WG BEALE AFB CALIF

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(Security classification) (Originator's cite number) LIMDIS. THIS IS A [REDACTED] MESSAGE. FOR OFFICIAL USE ONLY (SPECIAL HANDLING REQUIRED; SEE AFR 127-4).

SUBJECT: (Refer to subject information in Atch 5 to AFR 127-4 for explanation of this section of the message.)

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CSAF FOR AFRDR BRIG GEN GEARY ALL COPIES (ONE COPY FOR AFXOPFR LT COL RILEY);

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DEP IG FOR INSP & SAFETY USAF FOR AFLAS-F [REDACTED]

25X1A

25X1A

ALL COPIES; ASD FOR ASZB [REDACTED] ALL COPIES; SAC FOR DOSD [REDACTED]

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ALL COPIES; ADC FOR ADLPW [REDACTED] ALL COPIES;

AFFTC FOR FTIA [REDACTED] ALL COPIES.

Text of message in accordance with Atch 5 to AFR 127-4 modified as in accordance with the provisions of the basic letter.

Atch 1

25X1A

ROUTING OF [REDACTED] ACCIDENT/INCIDENT REPORTS

Addressee	Routing	Action Required
1. The Director of Aerospace Safety, Norton AFB, Calif (AFIAS-F)	Courier or by proper airmail within 30 calendar days. CY NUMBER ONE	Review; take appropriate action; file.
2. The organization to which the pilot is attached for flying (AFFTC - FTTA or 4200SRW)	Same routing as above. CY NUMBER TWO	Review within 12 days; take corrective action. Indorse command correspondence (through channels) to major command or ASD - ASZB; major command or ASZB will indorse correspondence (on accidents only) to Director of Aerospace Safety. On incidents, indorse correspondence only on request. File.
3. The major command concerned. (SAC - DOSD) or (ADC -ADLPW)	Same routing as above. CY NUMBER THREE	Same as Nr 2 above.
4. System Program Office (ASD - ASZB) WPAFB Ohio	Same routing as above. CY NUMBER FOUR	Review; take appropriate corrective action; indorse the transmittal correspondence to Director of Aerospace Safety with a copy of TDR within 60 calendar days, if the report involves failure/malfunction of materiel, or if a failure report or UR submitted, or TDR requested; send a copy of transmittal letter to major command for forwarding to subordinate units. File.
5. Program Director (Hq USAF - AFRDR)	Same routing as above. CY NUMBER FIVE	Review; take appropriate action; file.
6. The numbered air force (15AF - DS)	Same routing as above. CY NUMBER SIX	Same as Nr 2 above.

Note: Copy Number Six will not be prepared unless required for transmittal to the numbered air force.

atth 2

MEMO RELEASE SLIP		TION	
1	TO General Ledford	INITIALS	CIRCULATE
		DATE	COORDINATION
2	EXO		FILE
			INFORMATION
3	22/054		NOTE AND RETURN
			PER CON-VERSATION
4			SEE ME
			SIGNATURE
<p>REMARKS</p> <p>AFLAS-F letter of 24 Jan 66 subj: Special Instructions for Application of AFRs 120-4, 127-1 and 127-4 to [REDACTED] Aircraft.</p> <p>cc: J/FA OK/Div. MD</p> <p>25X1A</p> <p>[REDACTED]</p>			
		DATE	27 Jan 66
		PHONE	56146

DD FORM 1 OCT 60 95 Replaces DD Form 94, 1 Feb 60, and DD Form 95, 1 Feb 60, which will be used until exhausted. GPO